

Statistical Report

About the graphs

Graph1

X-axis: n-th stop in the trip with the trip ID mentioned on the left of the graph

Y-axis: Difference between planned location(/stop) and the actual location at that time in meters

Graph2

X-axis: Average distance between planned location(/stop) and the actual location throughout the trip

Y-axis: Trip ID

Graph3

X-axis: Stops in the given trip

Y-axis: Time difference in minutes between the actual time the bus reached at the given stop v/s the planned time

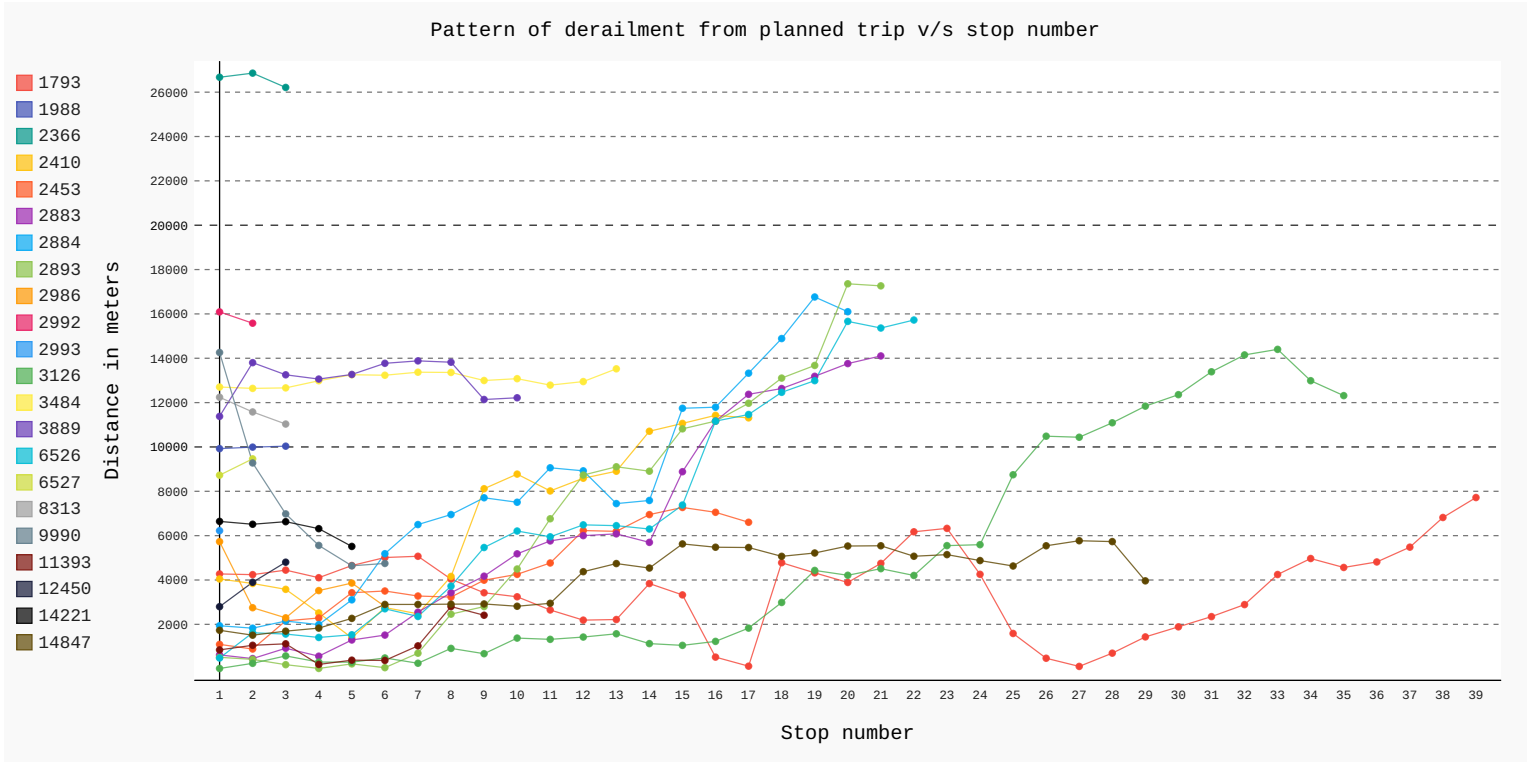
Graph4

X-axis: Average time delay for each stop

Y-axis: Trip ID

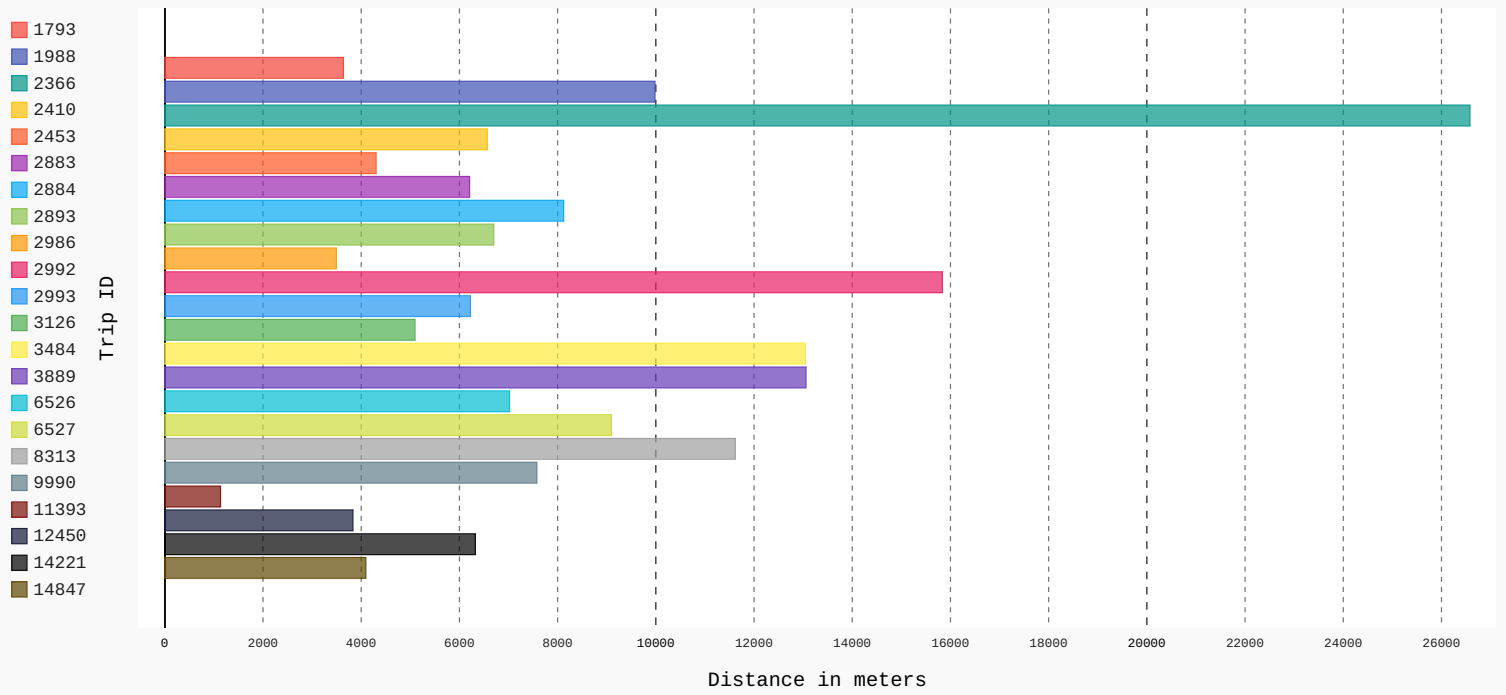
[Inferences after the graphs]

Graphs for August 1



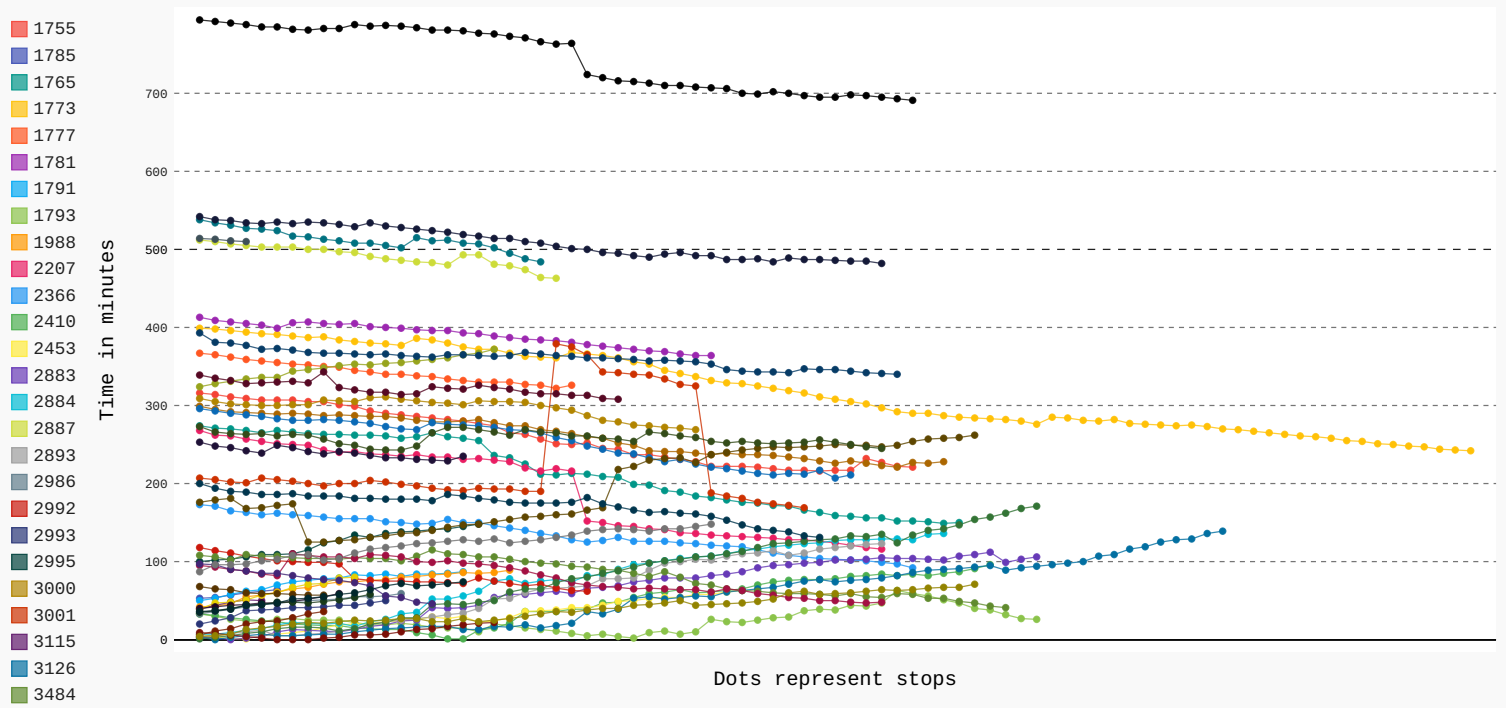
Graph 1

Average distance from planned position v/s trip numbers

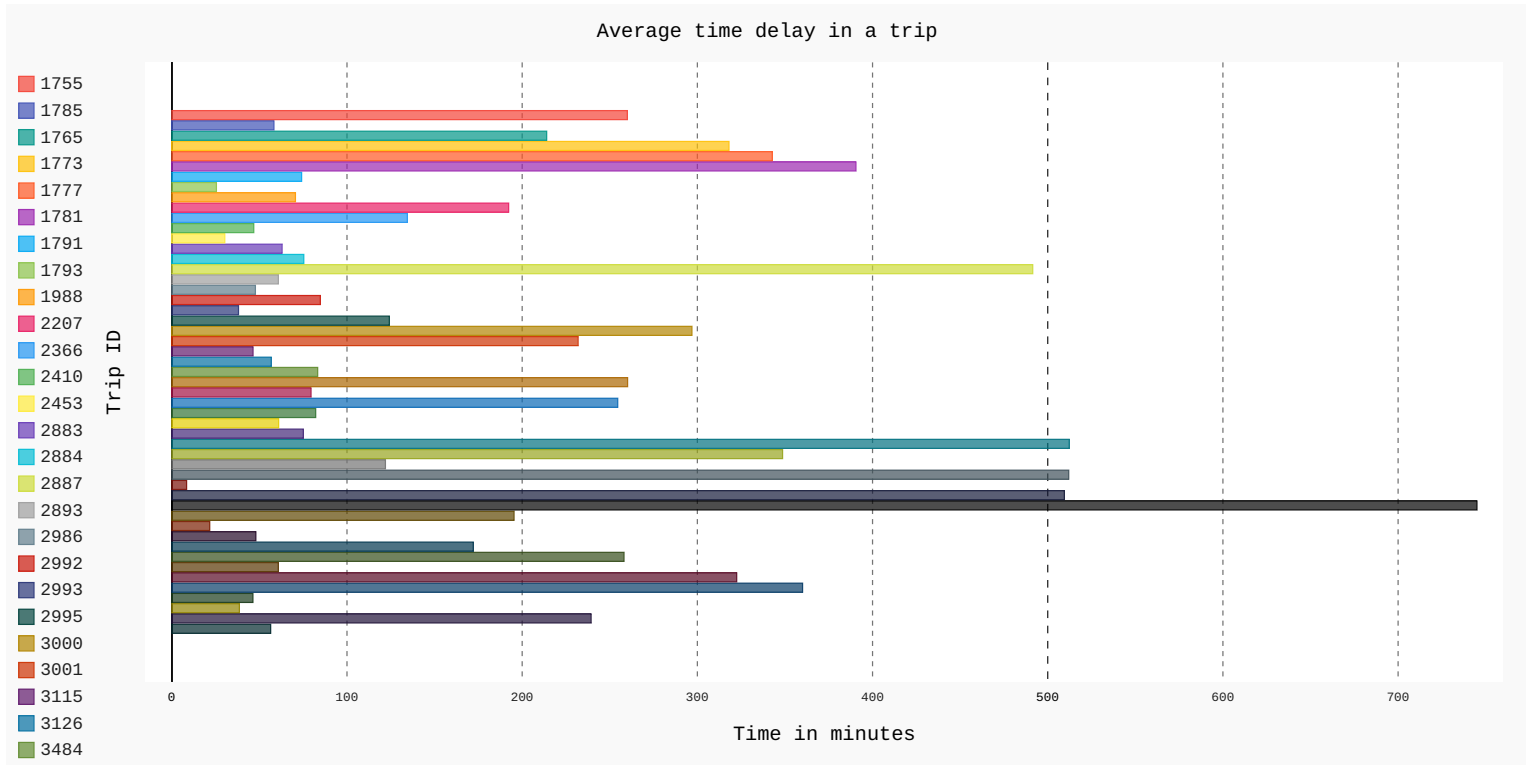


Graph 2

Time difference between planned and actual time at a stop on a given trip

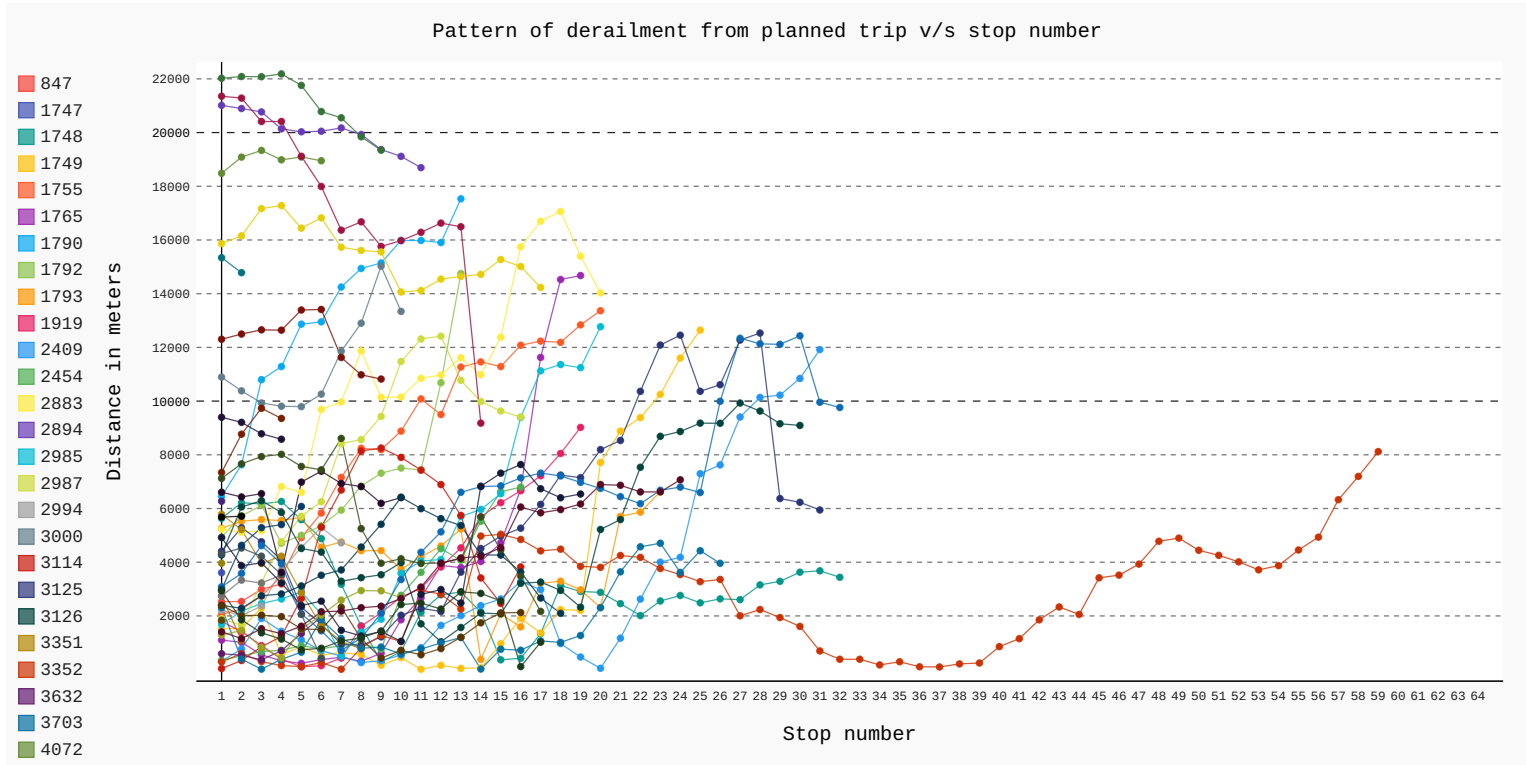


Graph 3



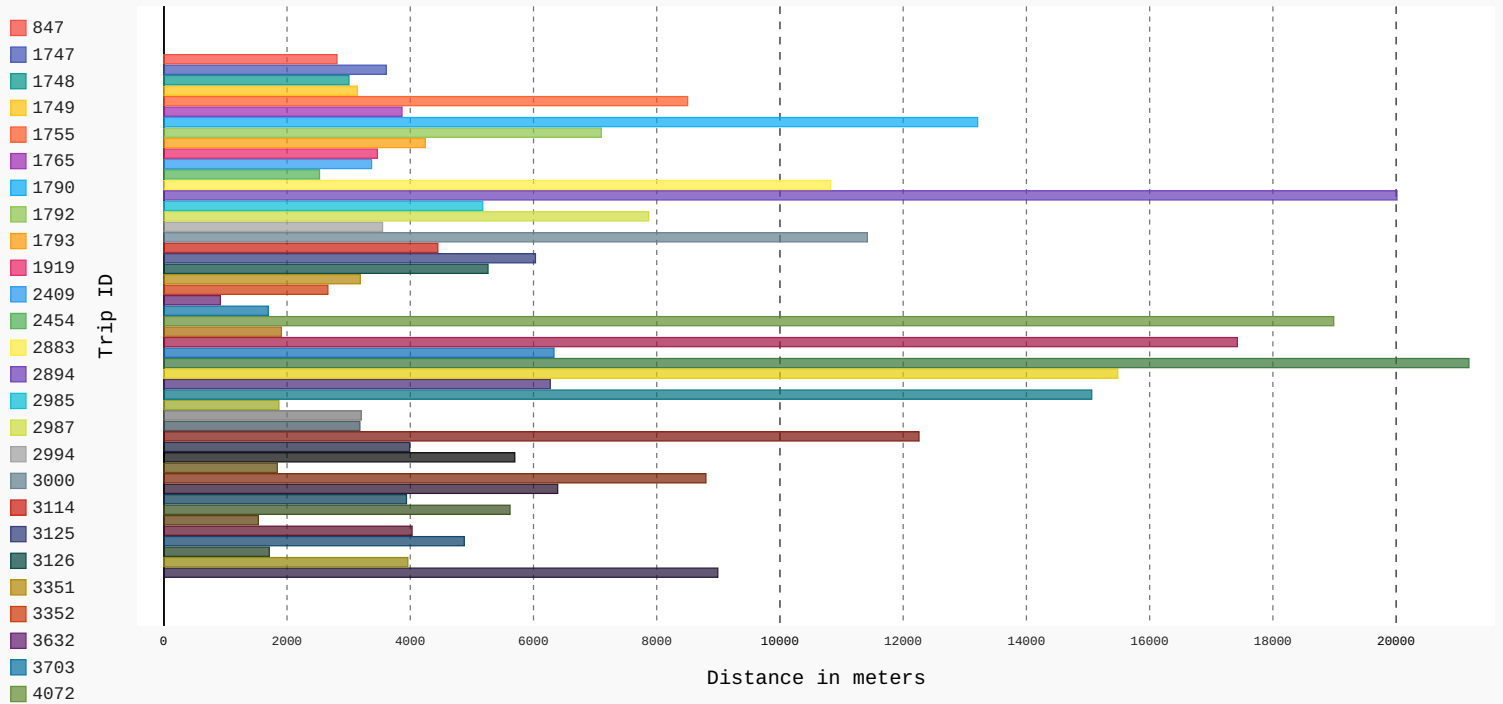
Graph 4

Graphs for August 2



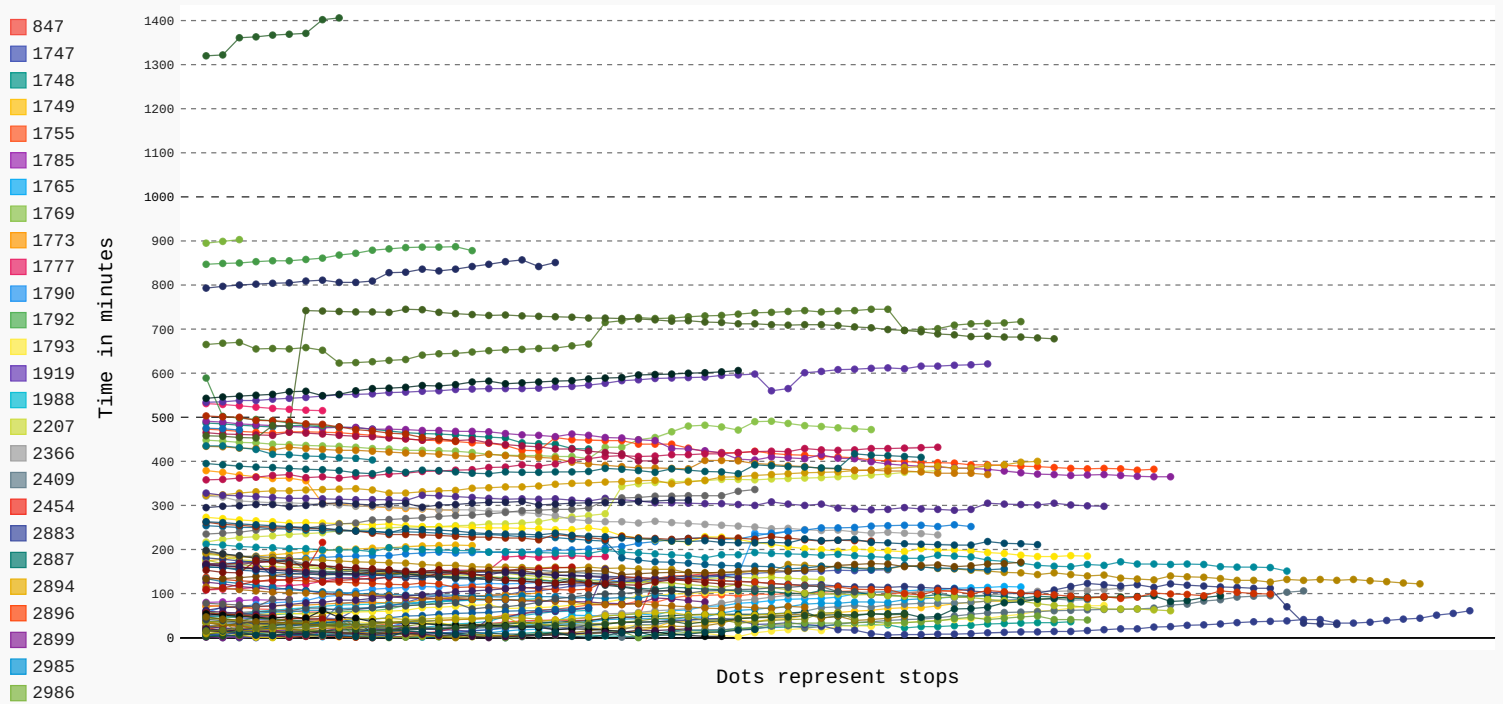
Graph 1

Average distance from planned position v/s trip numbers

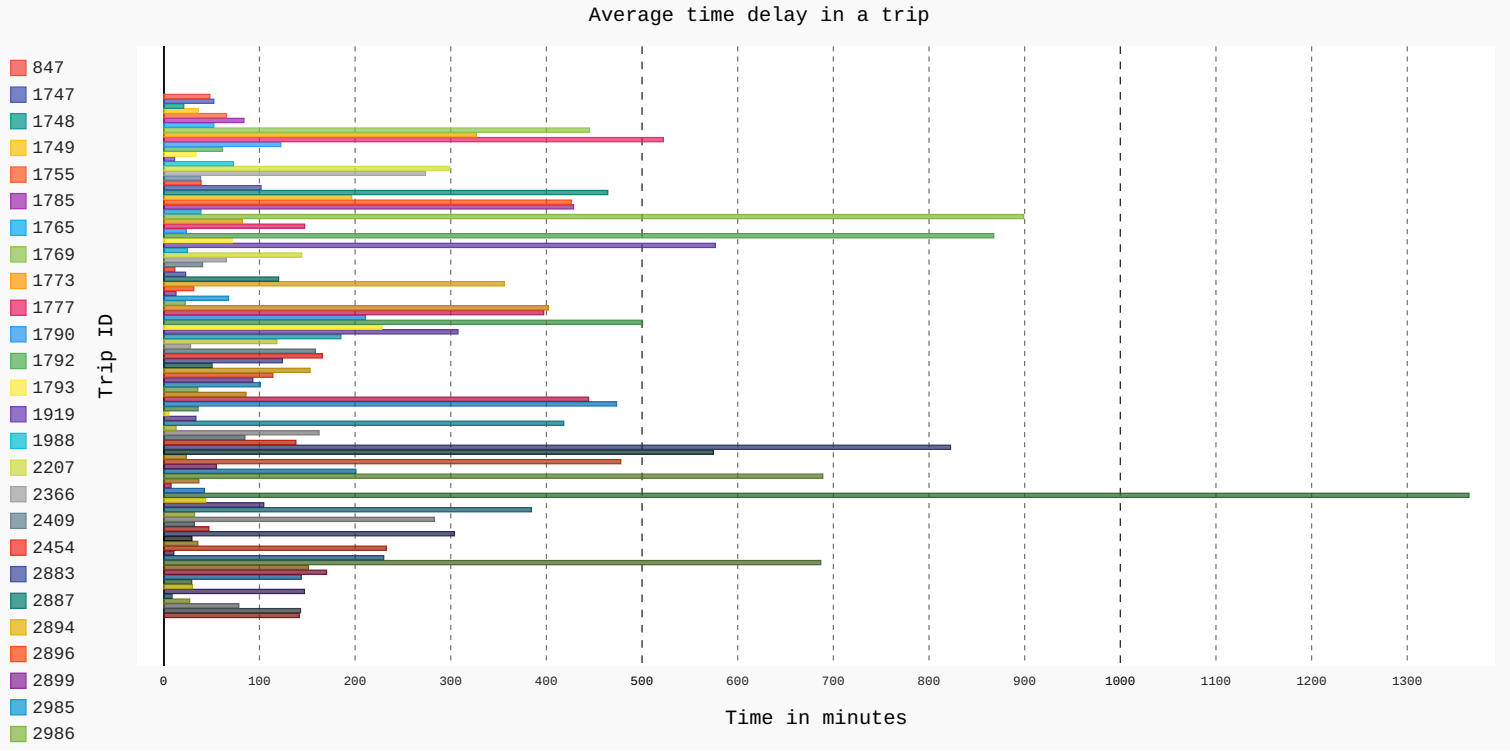


Graph 2

Time difference between planned and actual time at a stop on a given trip

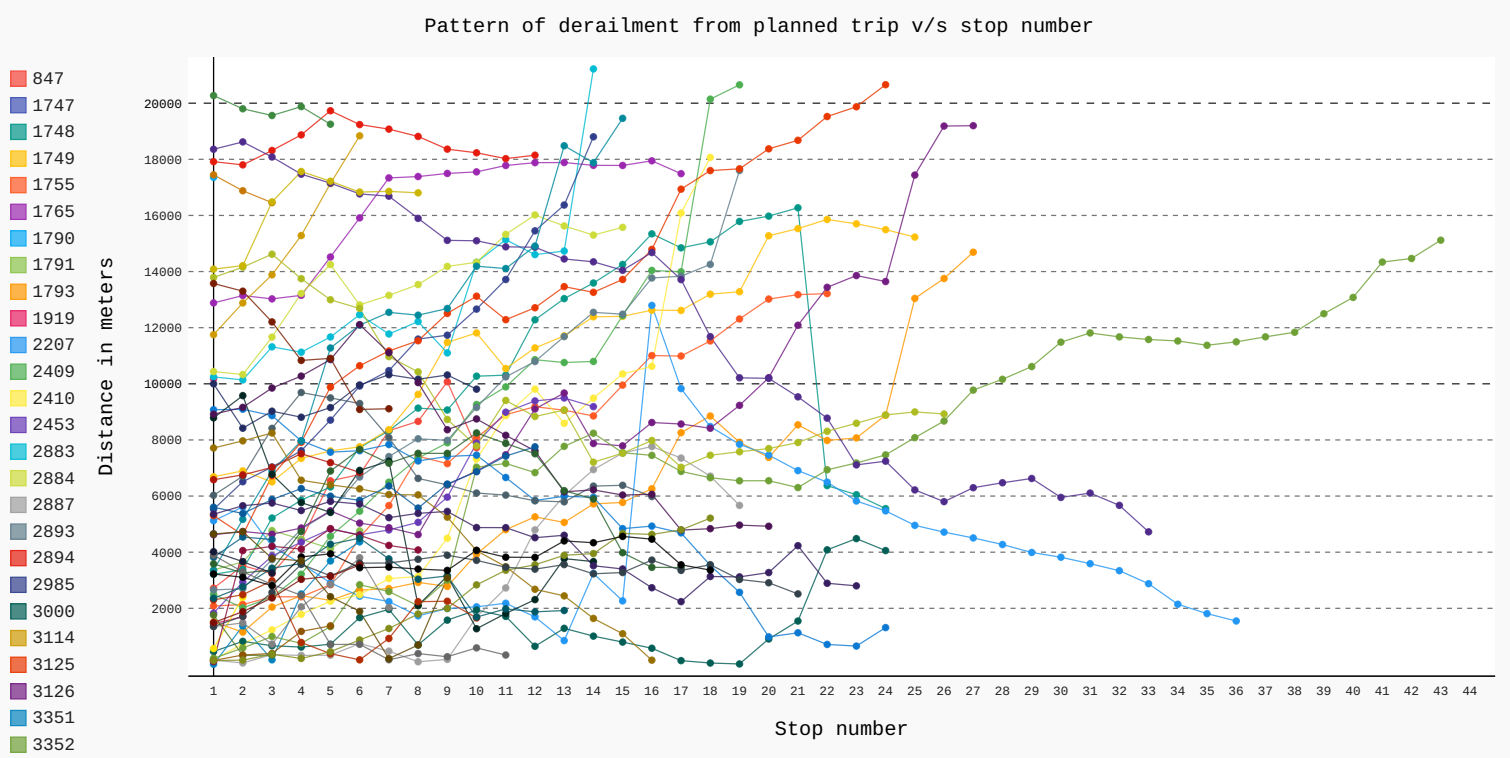


Graph 3



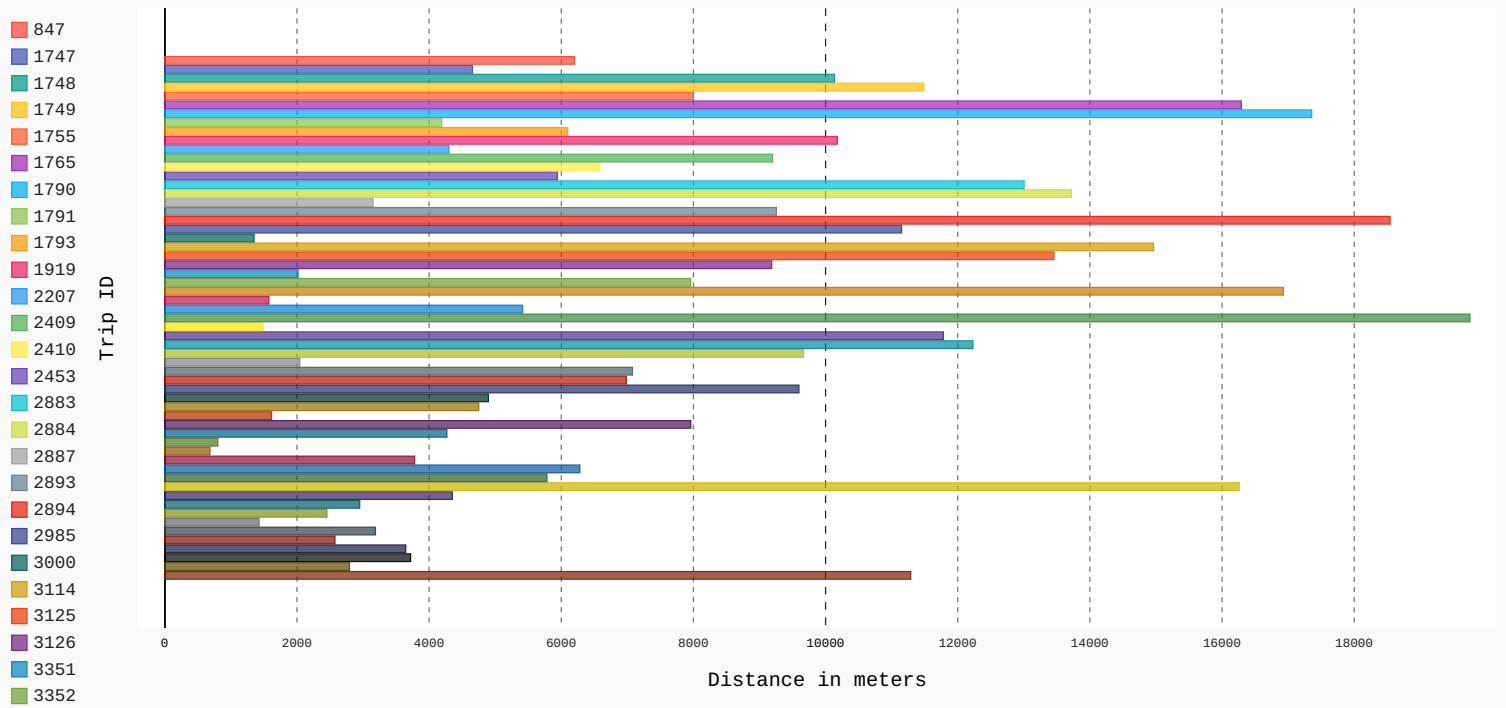
Graph 4

Graphs for August 3



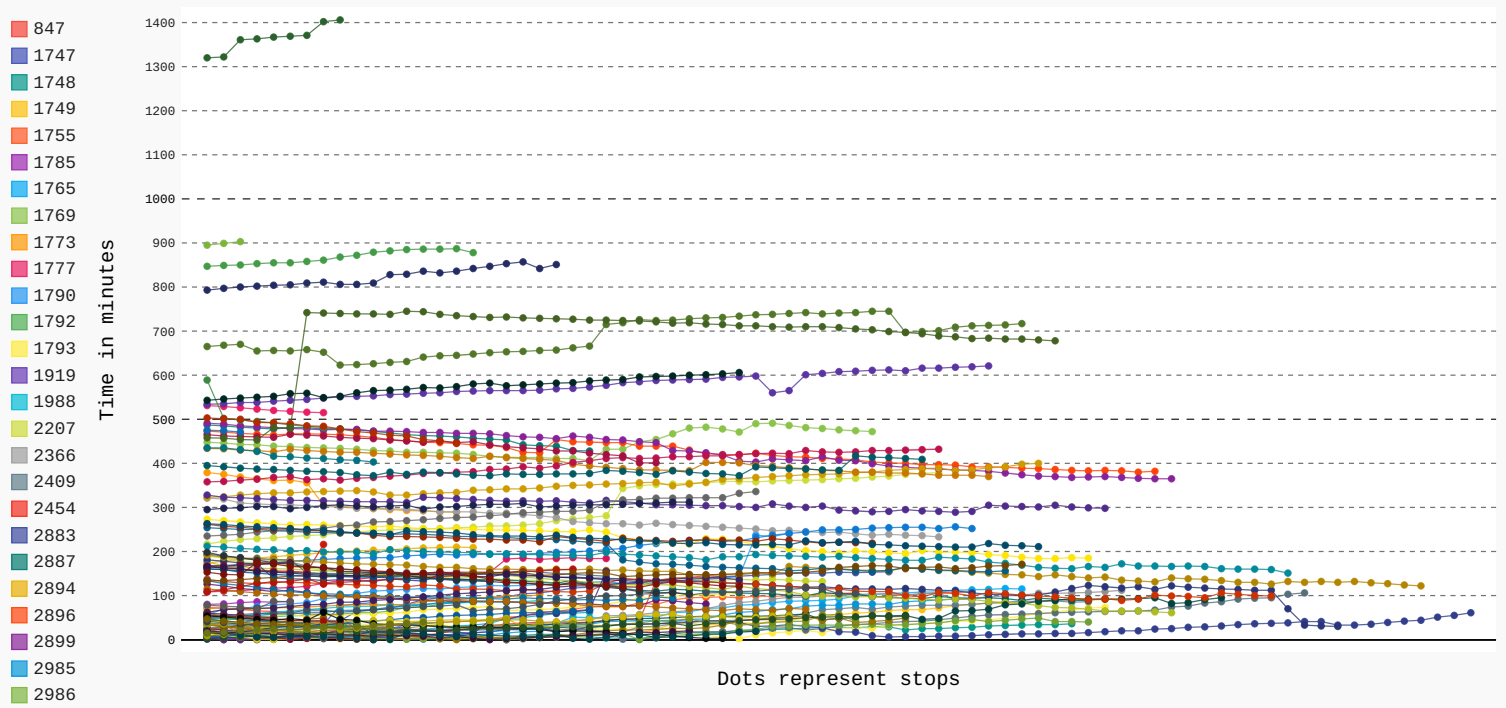
Graph 1

Average distance from planned position v/s trip numbers

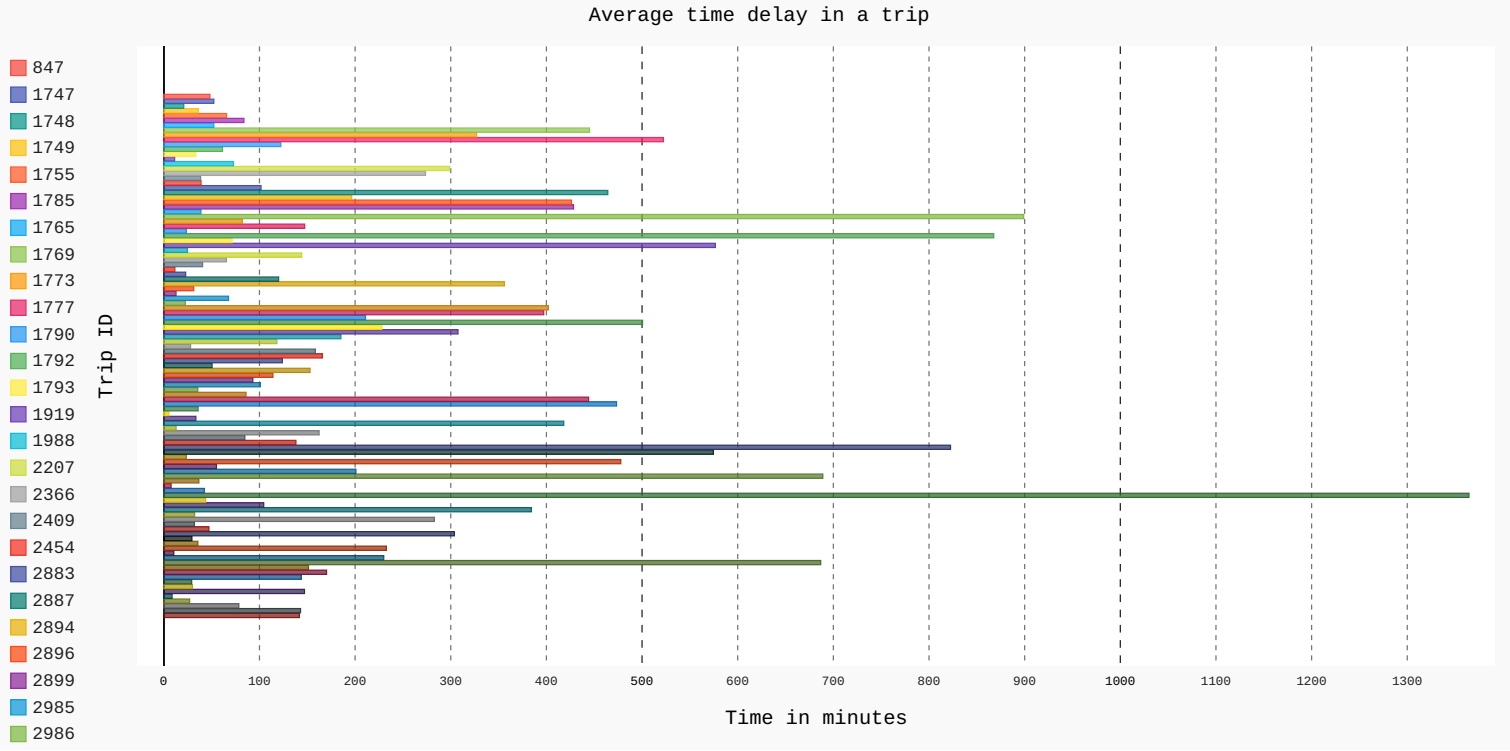


Graph 2

Time difference between planned and actual time at a stop on a given trip



Graph 3



Graph 4

Inferences

From type 1 graph we can infer, The pattern of how are the buses following the schedule. Generally, after the one-third of the journey, the buses are getting off time. In the majority of the cases, they are not able to cover up for the delay and instead the distance from the planned position further increases on the route ahead. But it is also observed that on the longer trips, the difference in the distance reduces towards the end.

Graph 2 & 4 gives us the average distance and time of the bus from the planned stop throughout the journey. Using this graph, we can find out the trips which are most off time and work on finding the root cause of the problem on the narrowed down number of trips. It gives valuable data for designing a solution. By mapping down the particular route, we can brainstorm the possible issues and the stakeholders and lead towards an effective solution.

From graph 3 we can observe the visible trend that the time difference at the stop in actual and planned data for a particular route is more or less constant except a very few cases. From this it is easy to infer that the major cause of delay of buses is that they are leaving late from the depot.

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